

WASHINGTON.

The French Arms Bursting in the Senate.

Sumner's Vicious Volley—Wilson Promptly Returns the Fire—Sharp Skirmishing Along the Whole Line—No Blood Drawn.

How Orleansist Machinations Reach Across the Atlantic.

The Navy Yards and Civil Service Reform.

Teaching Our Tars What Active Service Means.

A KANSAS JUDGE ABRAIGNED.

The Tariff Bill Being Considered in Committee.

The Westfields of a Year and Their Victims.

WASHINGTON, Feb. 14, 1872.

Excitement in the Senate over Sumner's French Arm-Selling Resolution—A Slight Attack and Strong Defence—Secret History of the Resolution—Was Sumner Imposed On? Mr. Sumner came into the Senate chamber earlier than usual this morning. From a certain air of careless elaborateness with which the Senator gets himself up with big with a set speech, and the large bundle of papers arranged before him on the desk by his secretary, as well as by constant relays of pages, who for several minutes were busy in bringing books and files of newspapers, the galleries anticipated that Mr. Sumner was to be delivered of an attack on the administration. Almost immediately after the journal was read the Senator moved to proceed with the discussion of his preamble and resolution relative to investigation into the sale of arms, ordnance and stores during the Franco-Prussian war.

There was evident commotion made by the motion. Mr. Cole, as chairman of the Appropriations Committee, wanted his little list first attended to. Senator Sherman took decided ground against Sumner's motion, declaring that the resolution should pass at once and without debate, but that the preamble was designed only to afford opportunity for a political harangue. The Ohio Senator was evidently not well informed as to the plans of his friends, as Messrs. Conkling, Morton, Frelinghuysen, Scott and Edmunds at once declared that Mr. Sumner should be allowed to proceed. The New York Senator was so severe in his characterization of motives that the Vice President called him to order. Mr. Sumner was allowed to proceed, and was hardly fairly under way when the morning hour expired. Another hour was wasted in a debate as to allowing him to proceed, but the President's friends, taking warning by their previous mistakes, declared that he must be allowed to go on; Mr. Sherman alone resisted. He declared Mr. Sumner's charges were only a huge blank cartridge. Mr. Carpenter was particularly facetious in his allusions to Mr. Sumner's position. The latter won his point, since all were willing he should go on, and he proceeded to complete the attack he had prepared. In brief, the story which Mr. Sumner told is that our government winked at a grave violation of international obligations in the matter of selling arms to the French agents during the recent war, and this was brought about by corrupt and purchased complicity of high American officials with French agents. These charges were made inferentially rather than directly, and the case was built up from such slender materials as were at hand with the skill and craft Mr. Sumner has so often shown, though he is not usually credited with such qualities. The trial of Victor Place, recently French Consul General at New York, for conspiring in the sale of these purchases, was the basis for Mr. Sumner's charges.

The Senator's aim was to establish—first, a great official laxity on our part, amounting to a breach of neutrality obligations, in disposing of France of large quantities of arms; second, to show that this laxity must have been brought about by corruption. In the endeavor to make this appear the Senator showed or attempted to show that our government received between \$5,000,000 and \$6,000,000 for arms sold to Remington & Sons and those purchasing for them, while the evidence brought forward on the trial of Place showed that the Provisional Government of France paid for the same arms nearly \$7,000,000. It was generally conceded that the case Mr. Sumner tried to make was a weak one, and all his ingenuity could not sustain its plausibility. Senator Wilson followed his colleague and defended the War Department. He said that all bids for arms known or expected, on the part of the French government, were made in the interests of the French government, and had been rejected. It was not the Department's business to go behind the bid, unless proof or charges were made in a responsible manner. Mr. Sumner acknowledges the right of citizens to purchase arms and sell the same to belligerents at peace with us, running their own risk; but he regards it as an undesirable and inhuman privilege, which should be abrogated by international law. A part of his speech was devoted to proving this. Practical men, like his colleague, take their ground on the law. Mr. Wilson referred to the alleged discrepancy between the War and Treasury Departments as to the amount received and paid over for arms sold. The detailed report of sales made by the Secretary of War shows a total of \$9,737,437 70, of which all but \$114,827 has been covered into the Treasury and the vouchers given and received. The balance was in the hands of disbursing officers. Of the total amount charged as received for the sale of arms \$3,000,000 was received in the eighteen months preceding July 1, 1872. He asserted that these charges were inspired in part by the present French government's hostility to Gambetta, by whom the arms purchased here had been paid for.

Senator Schurz tried to catch Mr. Wilson in some discrepancy, but failed. The latter then proceeded in his usual way to pour oil on the troubled waters of party dissension. Mr. Harlan obtained the floor; and commenced a sharp attack on Mr. Sumner, but soon gave way to an adjournment, which occurred at four.

There was considerable elation among the majority at what they deemed the failure of Mr. Sumner to make his case good. The theory contended by the War Department in regard to the charges made by Mr. Sumner is very startling. It seems plain, both from Mr. Sumner's speech to-day and from facts which were previously known, that the French government paid more money for arms purchased from the United States through secret agents than was received by this government. The French were anxious to discover the manner in which the fraud was perpetrated and by whom. As it was impossible to obtain the necessary testimony in France, the French having no means of taking the evidence of unwilling witnesses in America, a plan was hit upon so ingenious that the Senate is undertaking to furnish the evidence at our expense. This plan, it is alleged, is the real purpose of Sumner's intended investigation. Many of the documents used by Mr. Sumner to-day, and especially the letter of the Secretary of War of January 19, written to the Secretary of State, which he quotes in the preamble to his resolution, were never printed or furnished

to any person except the French Embassy, and it is boldly asserted that the papers were diverted from the keeping of that Embassy to be used in an attack upon our government by the enemies of the administration. The Marquis de Chambourin is charged with furnishing these documents and generally with concealing the plan to advance his own selfish ends and secure the humiliation of this republic, by using Mr. Sumner as a cat's paw. The Marquis, who is an attorney of the French government, has resided in this city for about eight years. As a firm adherent of the Orleans family and a former partisan of theirs, he is quite anxious to recommend himself to the French authorities. Being an intimate friend of Mr. Sumner, he has used that confidence to secure both his friends and his own objects in the way indicated. It is declared that if the French government have been able in any way during the trial of Victor Place, to find reason for suspicion against any officer of this government of being an accomplice in Mr. Place's malfeasance, the diplomatic and courteous mode of procedure would have been to send a communication thereon through the usual channels, asking for an inquiry by our government. Such a request would have undoubtedly been brought to the attention of Congress by the Executive, if the allegations of the French government had been decently sustained. Instead of that its accepted attorney or legal adviser rushes into the partisan arena and makes of the alleged points in his possession an arraignment of the federal administration. Leading Senators declare emphatically that Mr. Sumner shall have his investigation, and that it shall be made thorough, so as to bring to light—as it is claimed will be the result—facts that will show how his personal hostility unhinges judgment.

On the other hand Mr. Sumner affirms that there are the gravest reasons for believing that a serious breach of international obligations has been committed, and that the facts will sustain him in his jealous regard for our honor and duty.

The House and the Naval Appropriations—Mr. Cox Plunging the Republicans to Civil Service Reform—Navy Yard Employees.

The first fair opportunity to test the sincerity of civil service reform professions was afforded in the House to-day upon an amendment by Mr. Cox, of New York, upon the Naval Appropriation bill. Mr. Cox proposed that no workmen should be employed at political dictation. This was a measure going to the root of the evil so much complained of in the conduct of our civil service and called out the expression of much feeling upon the subject. General Slocum, of New York, said if the House would give him an investigating committee he would prove that political influence in the matter of appointment went further than party; that in New York all men known as "Fenton men" had been turned out of office and "Conkling men" put in their places; that ship carpenters had been dismissed for no other reason than that they were not Conkling men. Mr. Cox spoke of the Marine Island Navy Yard in California, intimating that through its patronage the member from that district had been elected, whereupon Mr. Conkling rose to explain that, on the contrary, he received 850 democratic votes in Vallejo, the town where the yard was located.

General Farnsworth made a good point in showing that the government could not outbid its own ships as cheap as private enterprise, in consequence of the abuses growing from the fact that political influence kept workmen at higher pay and without regard to fitness. Mr. Butler, of Massachusetts, offered a substitute for Mr. Cox's amendment, which provided that naval officers should not interfere with the employment of workmen. He wanted master mechanics in charge of the work to select the men without dictation from men who knew nothing about the work. This amendment was adopted by a vote of 65 to 65, all the Republicans but four voting for it, as a means of killing Mr. Cox's civil service amendment. Mr. Cox was on the alert, however, and promptly offered as a proviso to the substitute his original amendment, with change enough to make it in order, and thus compelled a vote on civil service reform. On the division the Democrats voted yea 161, and four Republicans—Hoar, Finkelman, Beatty and Farnsworth. All the rest of the Republicans were against it. When tellers were ordered, however, members began to dodge the vote. Cox's amendment was carried by 71 to 64. So much for the first effort at civil service reform.

Just before adjournment the Speaker laid before the House a request from the Senate for the testimony taken before the committee appointed to investigate alleged irregularities in regard to the impeachment trial of Andrew Johnson. This action is in relation to the charges made against Mr. Legate, who has been appointed Governor of Washington Territory.

Practical Not Holiday Service for Our Young Naval Officers.

The Secretary of the Navy has much solicitude that the younger officers of the navy be afforded, as far as possible, every opportunity to acquire a fair average of service on board of the vessels best adapted to give them professional experience. His attention has been directed to the fact that the graduates of the Naval Academy have a preference for easy positions, to the detriment of the service. He has therefore issued an order to the commander-in-chief of the Asiatic squadron directing that as few of the younger officers of the navy be assigned to the sidewheel steamers as will properly serve their purposes, and this period of service be limited on board the Monocacy and Ashcroft to one year, or as far as possible to that time. Similar orders will also be issued to other commanders of squadrons.

Ten New Iron-Clads.

The House Committee on Naval Affairs having agreed to report a bill for the construction of ten iron-clad steamships, at a cost of \$3,000,000, Secretary Robinson and General Butler appeared before the Committee on Appropriations to-day and urged the necessary appropriations.

A United States District Judge Charged with Drunkenness and Inefficiency.

Charges have been preferred against Judge Dille, United States District Judge for Kansas, which are to be investigated by the Judiciary Committee of the House of Representatives. Some parties from New York who had a case in bankruptcy before him are the complainants. The charges are malfeasance in office and habitual drunkenness. It is asserted by parties acquainted with the facts that the investigation will probably result in his removal.

Startling Steamboat Inspection Statistics.

It appears from official documents that the number of steamers on the Atlantic coast inspected in 1871 was 1,410; the value of property destroyed by fire, explosion, collision and wreck was \$1,324,000; lives lost, 319; number of steamers inspected in waters flowing into the Gulf of Mexico, 1,677; property destroyed, \$1,414,000; lives lost, 698. Number of steamers inspected on the lakes, 25; property destroyed, \$498,000; lives lost, 25. Number of steamers inspected on the Pacific coast, 180; lives lost, 206; no statement of the property destroyed.

The South Carolina Senators and Civil Rights.

Senator Robertson to-day received the following telegram from W. B. Nash, Senator in the Legislature of South Carolina:—

COLUMBIA, S. C., Feb. 14, 1872.

The Senate, after a lengthy debate, have indelibly postponed the resolution requesting Messrs. Robertson and Sawyer's resignation as United States Senators. The vote was—yeas 17, nays 5.

The Clayton Investigation.

A report has prevailed that Senator Clayton was instrumental in having the investigation of his case conducted by the special committee with closed doors. This is not true. The committee itself only followed the usual course in such cases. Alabama and Ohio Contested Seats in the Senate.

The House committee to-day heard the concluding argument in the contested election case from Alabama—Norris against Handley.

Some time ago a memorial was received from the Third district of Ohio, asking, as Minister Schenck is not a party to the contest for Mr. Campbell's seat, that the House make a special committee. To-day Mr. Campbell procured the postponement of the consideration of the case for a few days in order, in the meantime, to present counter affidavits.

The Army Appropriations.

The Army bill reported to-day appropriates \$29,948,707. Of this amount \$12,000,000 are for pay

of the army and the payment of discharged soldiers; \$120,000 for sea coast, cannon and cartridges, &c.; \$180,000 for manufacture of arms at the National Armory.

The Southern Claims Commission.

The Southern Claims Commission to-day heard the cases of Hester Neary, Asa B. Daniel and Eldred Nunally, all of Mississippi. The aggregate of their claims is \$45,460.

The Hornet Permitted to Come to New York.

The Attorney General has decided in the case of the steamer Hornet to allow her to go to New York upon a bond to be entered into by sufficient sureties that she will proceed direct to New York from Baltimore, and go nowhere else.

Asked to Resign.

Louis E. Johnson, United States Marshal for the district of South Carolina, has been informed through the Attorney General that his resignation will be accepted by the President. It is reported his successor will probably be Robert W. Wallace, son of Representative Wallace, and a native of South Carolina.

Philadelphia Wants a New Post Office.

A committee of the leading citizens of Philadelphia arrived here this evening and will to-morrow appear before the House and Senate Committees on Post Offices and Post Roads to urge the claims of that city to a new Post Office building.

The Assay Board.

The Board appointed by the President to attend the annual assay at Philadelphia has completed its labors and reported to Secretary Boutwell that the coinage of the Philadelphia, Carson City and San Francisco mints were perfectly correct. Some suggestions adopted by the Board in reference to the Mint bill now before Congress have been sent to the Committee on Coinage, Weights and Measures.

The Tariff Bill in Committee—The Salt Duty.

The Committee of Ways and Means to-day talked over the tariff question and debated whether they should wait until the House disposed of the bill before the tariff from tea and coffee before they methodically consider the general subject. They concluded to go on with that business irrespective of the tea and coffee bill. According to present indications a month at least will elapse before perfecting the tariff bill.

Mr. Nickerson, an importer, from Boston, was before the Committee of Ways and Means to-day, and advocated the removal of the duty on salt. He took the ground that salt could be bought at Liverpool, Turkey Island and other foreign places at from nine to fifteen cents per bushel, and consequently the duty of eighteen cents per 100 pounds amounted to 200 per cent on the original cost. Salt, he said, had doubled in price in this country since the increase of the duty. The committee gave him the privilege of submitting a statement in writing.

Mr. J. Z. Briggs, of Saginaw, submitted a statement showing that he purchased salt at that place before the discovery of the salt basin there in 1859 at \$1 25 per barrel and sold it at \$1 37; that he would now contract to sell, during next summer, at the same place, from twenty to twenty-five thousand barrels of salt, deliverable at Saginaw, for \$1 35 per barrel. This he could do owing to obtaining his fuel from the refuse of the sawmills comparatively free, where wood is bought at \$3 per cord, market price, making five barrels to the cord. The cost of producing the salt is, including barrels, labor, &c., \$1 24 per barrel. He showed that the reduction of the duty and consequent reduction of the price of salt would close all the salt works buying their fuel, which is the larger portion.

The Tax on Tobacco—The "Plugs" Feeling Ugly.

The manufacturers of plug tobacco are indignant at the action of the Committee on Ways and Means in their discriminating resolution to reduce the tax on all grades of the thirty-two cent class to twenty-four cents, and leave the tax on smoking tobacco at sixteen cents.

The bill will be made to mass the strength of all the manufacturers of plug tobacco here to prevent the passage of the bill if so reported by the Committee. It is well known that the Commissioner of Internal Revenue earnestly recommended a uniform tax, but said nothing about the rate. He could even prefer that it should be sixteen cents, but that the proposed recommendation becomes a law.

To test the sense of the House Mr. Randall, of Pennsylvania, will to-morrow introduce a bill to make the tax on tobacco uniform at sixteen cents per pound on all grades.

Fireproof Materials for Public Buildings.

The Secretary of the Treasury has ordered that a test be made of fireproofing material for filling in walls and the supervising architect, with a number of experts, and to have the necessary experiments to-day at the Navy Yard. The object is to ascertain if there is any material that can be economically used in making public buildings fireproof and prevent losses, such as the government nearly always experiences at large fires in the principal cities.

The Celery Seed Duty.

The Treasury Department has decided that celery seed is not a medicinal seed, being unknown to trade or commerce as a medicine. Neither is it entitled to entry free under the twenty-second section of the act of July 13, 1870, but should be classified for duty as a garden seed under the provision therefore, found in the eighth section of the act of July 14, 1862, which reads as follows:—"On garden seeds and all other seeds for agricultural purposes not otherwise provided for thirty per cent ad valorem."

Civil Service Reform.

The House Select Committee on the Reorganization of the Civil Service agreed to-day on a bill to reorganize the clerical force of the House. They had under consideration, without arriving at a conclusion, a bill similar to that of Senator Trumbull's, to preserve the freedom of members of Congress by disconnecting them with the procurement of offices.

Presidential Nominations.

The President sent the following nominations to the Senate to-day:—

Postmasters.—Wm. L. Hight, at Newnan, Ga.; Alfred Kent, at Gonzales, Texas; G. W. Farwell, at Groesbeck, Texas; E. B. Dawson, at Houston, N. J.; J. S. Leavelle, at Jackson, N. Y.

Uncle Sam's Country Houses.

The bill which passed the House to-day for a fireproof building in Hartford, Conn., for government purposes, appropriates \$300,000, and the same amount is appropriated in another bill, which passed, for the purchase of a site for a public building in Cincinnati.

Informers' Profits.

The amount paid by the Internal Revenue Office as informers' shares for the year ending with November last, was \$61,093.

RAPID TRANSIT.

The Committee of Ninety at Work—Report Upon the Bill for an Underground Railroad.

The Committee of Ninety of the Citizens' Reform Association met last evening at No. 52 Union square. Mr. John Foley occupied the chair. There was a good attendance of members.

Mr. Townsend was asked to report as to any necessary amendments to the bill. He stated that the committee had no changes to recommend in the bill, and that it was submitted to the joint committee of the Legislature for the reason that the bill in its present shape was better than it would be by any amendments that suggested themselves.

The report was unanimously accepted.

Mr. HAZARD inquired whether the name of Meyer Stern had been added to the list of informers.

The CHAIRMAN replied in the affirmative.

Mr. HAZARD then proposed to add the names of Thomas Roosevelt, W. E. Dolge, S. D. Babcock, H. E. Clinton, J. G. Smith, E. J. Smith, J. E. Smith and George Updyke. He thought that by doing so the public confidence in the undertaking would be greatly increased.

The CHAIRMAN considered that the number was at present sufficiently large for all purposes.

A lengthy discussion took place on the point, and finally Mr. Devalle suggested, by way of amendment, that the names of Henry Cies, Jackson S. Smith and W. E. Dodge also be added. A resolution was then adopted, that after some delay, it was put to vote and lost, and the meeting adjourned.

THE ATLANTIC AND GULF RAILROAD.

SAVANNAH, GA., Feb. 14, 1872.

At the annual caucus of officers of the Atlantic and Gulf Railroad to-day the old board was re-elected. A proposition made to extend the road to Mobile met with great favor, but was referred for further details. An offer from Morris Ketchum and others, of New York, to lease the road was read, and a motion requesting the parties to make a definite offer was adopted. The proposition is to be submitted to the stockholders at a future meeting.

THE WESTERN BLOCKADE.

A Report from the Union Pacific Railroad Company.

History of the Snow Storms Affecting the Road—Attempts to Obviate the Difficulty—Great Trouble as to Labor—False and Exaggerated Reports—What They Are Doing About It.

OMAHA, Neb., Feb. 14, 1872.

The following statement of the history and condition of the Union Pacific snow blockade is furnished by that company:—The first blockade on the Union Pacific Railroad during the present season occurred October 12, 1871, at Omaha, since that time, with brief intervals, there has been a succession of snow and wind storms of great violence. The greatest depth of falling snow on the line of the road across the mountains is fifty-four inches. But the detention of trains has been caused by drifting, and not by falling snow. Three winters ago a blockade occurred which lasted twenty-one days. This was before any snow fences or snow sheds had been built. During the following year snow sheds and snow fences were erected at localities where the road had been obstructed and at other places where those persons best acquainted with the country and its meteorology thought it desirable for the thorough protection of the road. The summit cuts were shrouded, and at various places from one to four lines of snow fences were erected on the northwest side of the road, from which direction, it was the experience of mountain men that snow storms invariably came. This protection appeared promising, but the winter season succeeding, although snow storms were numerous, there was no blockade and but very slight detention of trains.

AFTER THE FIRST BLOCKADE THIS WINTER

the three succeeding snow storms came from precisely the opposite direction, and against those snow storms these fences afforded no protection whatever. An effort was then made to erect fences on the opposite side of the road, and every available resource of the company was used to procure materials for that purpose in the shortest possible time. Large gangs of workmen were employed night and day in the construction of fences at Omaha. When made in sufficient quantities special trains loaded with new fence were sent to the various localities for erection, and preference was given to these and to the coal trains over all others. In November the second serious blockade occurred, the fences having been found insufficient to arrest the drifting snow. An effort was then made to open the road and keep it open by the use of snow ploughs, of which the company had thirteen that had proved to be efficient during the past two winters, with three heavy wagons coupled behind each, and this method was continued until the locomotives were disabled within one week by being thrown from the track and materially injured. The drifted snow proved to be so dense that it was impossible to force a locomotive through it, and the cut was then trenched at intervals of eight or ten feet down to the rails. It then became evident that the snow could not be cleared by the use of ploughs and snow sheds.

SEVEN SNOW STORMS WERE FITTED OUT, with accommodations on each for sleeping and feeding seventy-five laborers, with twenty-five supplies of provisions, this force was set at work, in addition to the ordinary force of employees, and it has been by the aid of these snow trains, followed by ploughs, that we have been able to send trains over the road. The snow was not so deep as the snow of the last twenty-five years, say that nothing like the present winter has occurred in that time, considering either the depth of snow, the duration of the storm, or the number of trains that were disabled. For such a winter our road is not prepared, but after an examination of the situation it is thought that the road can during the winter season be prepared to pass trains promptly during any future winter of even greater severity than the present, at an expense considerably less than the amount of loss sustained by the road last three months from interruption of travel and incurred expenditures, which difficulty has been that the snow could not be cleared by the use of ploughs and snow sheds, and also with a train of provisions and coal sufficient for a thirty days' supply. By this means we expect to get trains through in between fifteen days, depending, of course, on the

FREQUENCY AND VIOLENCE OF THE STORMS.

No trains will be sent out without this supply, and no employees will be necessary except the once the annoyance of detention. It is intended that these supplies of fuel and provisions shall be ample for any emergency. The snow trains will be kept waiting for provisions, not will there be any of the passengers on this road. The road is now open from Omaha to Ogdén, a distance of 22 miles. The obstructions are between Laramie and Washakie, embracing the divide of the Continent, being only 120 miles from Omaha. The snow trains are now sent from Omaha to Ogdén, and also with a passenger train at Green River waiting until the West bound trains shall pass the blockade. At various points along the road there are about eight hundred cars of freight stock piled up.

THE LATEST REPORTS.

OMAHA, Feb. 14, 1872.

Reports to-day place the snow-bound trains on the Union Pacific Railroad in about the same position as yesterday. Seven trains, the oldest being twenty-eight days from Omaha, are lying at Creston Summit. More snow, accompanied by high winds, fell here to-day. Teams have been engaged to carry provisions to the passengers from Fort Steele. Three trains left Laramie to-day with snow ploughs and a large gang of men. Two engines and a snow plough from the Denver Pacific Railroad have gone west on the Union Pacific road from Cheyenne.

How the Blockade is Regarded in Salt Lake.

SALT LAKE CITY, Feb. 14, 1872.

The snow ploughs that were to start for Ogdén to-day had been ordered not to come, as the Washakie division is clear.

Much feeling exists against the Union Pacific Company, the people believing that with proper management the passengers and mails could have been brought through during a week ago. Responsible parties here have been offering for the last ten days to bring in all the passengers and mails within thirty-six hours for a reasonable compensation. The stage men laugh at the declaration of the Union Pacific Railroad Company that money would be no object to get the passengers and mails through.

The weather here to-day is mild and rainy.

TERRIFIC STORM IN IOWA.

Great Suffering Near Sioux City—A Man Frozen to Death After Travelling Five Miles—Reported Loss of Spotted Tail and His Band.

CHICAGO, Ill., Feb. 14, 1872.

A special despatch from Sioux City says that a fearful storm raged in that city and the surrounding country last night. The weather was warm and pleasant till two o'clock P. M., when a storm set in with great fury, the mercury dropping forty degrees in two hours. The wind blew a hurricane, accompanied by a blinding snow storm.

It is feared that the suffering in the country has been very great. The snow has covered the country out of the city, left here for his house at four o'clock P. M. with a team, and his body was found this morning five miles from his home, having died of exposure to the storm. The storm is reported, but no particulars are known. The trains on this division of the Illinois Central Railroad are all snowed in, and the road is closed. The morning indicating eighteen degrees below zero.

Owing to the prostration of the telegraph lines by the storm nothing further has been heard in relation to the reported freezing of Spotted Tail and his band, but the report is generally credited here.

THE SNOW-BOUND PASSENGERS.

Condition of Trains on the Union Pacific Railroad.

The following telegram from a gentleman who left this city on the 15th of January for San Francisco, via the Union Pacific Railroad, will be of interest:—

CRESTON, W. T., Feb. 13, 1872.

Train eighteen miles east of this, fifteen days on cracker and horse feed, and no coal. The train was stuck at Creston 120 miles east of Ogdén and 730 miles west of Omaha.

FIRE.

Confagration in Baxter Street—Loss About Sixty-five Thousand Dollars.

Officer Bradley, of the sixth precinct, about a quarter to eight o'clock last night, discovered a fire in the moulding establishment on the second floor of the six-story building No. 11 Baxter street, occupied by E. B. Valentine. An alarm being sounded the firemen were promptly on the spot, but before their arrival the fire, owing to the combustible material, had gained such headway they were unable to save the building, which, together with its contents, is a total loss, as also the adjoining building, No. 9. About nine o'clock the walls of the building No. 9, a tall one on the roof of the two-story building adjacent, occupied by James Kennedy as a livery stable, damaging the building to the extent of \$1,000. Mr. Kennedy, who occupies the two-story building as a moulding factory, sustains a loss of \$2,000; the basement, occupied by Frank Moore as a box factory, was damaged \$500. The third floor, occupied by a few manufacturers, whose names could not be ascertained, sustained a loss of about \$1,500. The fourth floor, occupied by a Mr. Jenkins, fancy box manufacturer, sustained a loss of \$2,000, and Williams & Co., turners, occupants of the fifth floor, of \$1,500.

The basement and first floor of No. 9, occupied by Fisher & Carpenter, moulders, sustained a loss of \$3,500. George W. Ferguson, occupant of the second floor of the building No. 11, sustained a loss of \$4,000. The second and third floors, occupied by a Mr. Benahan as a moulding establishment, was damaged about \$3,000. Mr. Seibel, occupant of the fifth floor, sustained a loss of \$1,000. The building was owned by Mr. James Casson, who sustains a loss of \$40,000, partially insured. The third floor, looking-glass manufacturer, No. 13 of the same street, sustains a loss of \$4,000 on stock. The building, also owned by Mr. Casson, was damaged about \$1,000.

Other Fires in the City.

IN BANK STREET.

At fifteen minutes past three o'clock yesterday morning a fire broke out in the first floor of the two-story frame building No. 175, 178, 180 and 182 Bank street, occupied by J. F. Hession as a kindling wood factory, causing a loss on building and machinery of \$5,000; insured for \$4,000. The second floor, occupied by J. E. Tullish, pattern maker, was damaged by falling water.

IN GREENWICH STREET.

At six o'clock last night a fire broke out in the second floor of the building No. 10, 12, 14 and 16 Greenwich street, causing a loss of \$200; no insurance.

IN DIVISION STREET.

At five o'clock last evening a fire broke out in the lamp store of D. A. Vandever, 172 1/2 Division street, causing a loss of stock and building of \$109 each, and a loss of \$1,000 on the building. The buildings are fully and the stocks partially insured. Roosevelt's stock, valued at \$20,000, was destroyed; insured for \$10,000. Mr. Roosevelt jumped from a third story window and was slightly injured. Perots & Co.'s mail house was slightly damaged by water.

Primary School No. 7, situated in the rear of 66 Christie street, at fifteen minutes past six o'clock last night was found to be on fire in the basement, causing a loss of \$300. The fire originated from a defective fuse.

Great Fire in Philadelphia.

PHILADELPHIA, Feb. 14, 1872.

The explosion of a barrel of powder cement this morning set fire to F. Koedl & Co.'s shoe factory on North Third street. William Haas was severely burned. Fifteen men and one girl employed in the upper stories made their escape through the roof into the adjoining buildings. The stores adjoining, occupied by Brown, Hibbard, grocers; J. K. Grim & Sons, dry goods; Vassman and Englebert, tobacco, were destroyed. The Koedl family, consisting of the father, mother and three children, were all injured. The Koedl family, consisting of the father, mother and three children, were all injured. The Koedl family, consisting of the father, mother and three children, were all injured.

Disasters in Chicago.

CHICAGO, Feb. 14, 1872.

A fire this morning on West Madison street destroyed three wooden buildings, occupied by J. Lamokin, boots and shoes, loss \$8,000; Glang & Hoffman, fur dealers, loss \$6,000; Jacobson & Stem, tailors, loss \$4,000, and also others whose losses were small. The total loss is about \$20,000, insured for \$12,000. The inmates of the hotel had barely time to save their personal effects.

The Union passenger depot of the Chicago and St. Louis and the Illinois Central Railroads, and the hotel adjacent, at Normal, Ill., were destroyed by fire this morning. Total loss about \$25,000; insured for \$12,000. The inmates of the hotel had barely time to save their personal effects.

NEW YORK CITY.

Coroner Hermann yesterday held an inquest on the body of August Otte, a German thirty-five years of age, who died from the effects of injuries received the evening previous by falling from a scaffold in the New York Post Office Building, where he was employed. The coroner's jury returned a verdict of accidental death. Mr. Otte lived at 412 First street, Williamsburg.

About half-past three o'clock yesterday afternoon Samuel Halliday, a porter in the employ of Messrs. Loder & Lockwood, 95 Franklin street, while riding on the "dumny" from the lower floor to the subcellar, was precipitated to the bottom by one of the ropes breaking and striking one of the wheels, almost instantly killed. Deceased only fell a distance of about eight feet. Deceased was thirty years of age, born in Ireland, and was married. He was a clerk in the Commercial Union Bank, and was a member of the Board of Coroner's jury. Permission for the removal of the body, and Coroner Hermann will hold an inquest.

At the Mayor's office, yesterday, Patrick Fitzgerald was sworn in as Fourth Clerk to the Board of Assistant Aldermen. Mr. John W. Kettlemann also took the oath of office as clerk to the Board of Aldermen in the Department of Finance. Fitzgerald's signature to the oath does not show his clerical capabilities very strongly, but as the Fourth Clerk to the Board of Assistant Aldermen is a sinecure office this will be no disadvantage to the receiving of his monthly salary.

JUDGE BEDFORD'S GRAND JURY.

James M. Sweeney and Hugh Smith Give Bail on the "Conspiracy" Indictment.

James M. Sweeney and Hugh Smith, who were jointly indicted with William M. Tweed for conspiracy by Judge Bedford's Grand Jury, appeared before Recorder Hackett, at Chambers, yesterday afternoon, and gave bail to stand trial in the case in \$10,000 each. Forbes Holland became surety for the ex-Deputy Chamberlain and Bernard Styun went bail for the ex-Commissioner of Docks.

JUDGE LYNCH IN KENTUCKY.

An Incendary Taken from Prison Before Trial or Examination and Hanged by a Gang of Masked Men.

CINCINNATI, Feb. 14, 1872.

A special despatch to the *Enquirer* says that last Friday night the tobacco factory of Ayer & Brother, at Sacramento, Meigs county, Ky., was fired by an incendary and the building, containing 60,000 pounds of tobacco, was entirely consumed. The entire town narrowly escaped burning, as the breeze from the burning building carried the incendiary to the roots of the dwellings. One Clark, who had quarreled with Ayer, was arrested and placed under guard, and was to have been hanged at daybreak. During the night a party of masked men broke into the room, overpowered the guard and took the prisoner out. The next morning Clark was found dead at the foot of a tree. The coroner rendered a verdict of "Death by hanging by parties unknown."

GEORGIA BONDS.

European and Other Foreign Bondholders Need Answer Printed Interrogatories Only—The Bonds Need Not Be Forfeited.

ATLANTA, Ga., Feb. 14, 1872.

The Bond Committee to-day resolved to permit the European bondholders to submit proofs for the registration of bonds by answer to printed interrogatories without requiring the bonds to be presented here. Interrogatories will be furnished by Judge, Seaford & Co. and Henry Cies & Co., of New York. The Committee will also in New York postpone the latter part of March or the beginning of April for the accommodation of bondholders there.

WHO IS SEE?

A Feminine Puzzle for the Newark Police.

The police of Newark are greatly puzzled as to the real identity of a young girl now in their keeping, who gives her name as Emily Davis, and says she has been in the employ of a Mrs. Ford, at Fordham, Westchester county, since she turned up Tuesday night among the loafers. She is about nineteen years of age, five feet six inches tall, curly hair, large, expressive black eyes, and a very light and delicate complexion. She was attired in a light brown dress, with a white collar and cuffs, and a black velvet jacket. Her general appearance indicated that she was not a servant. Yesterday morning she told her story to the magistrate, but he decided that her hands were not those of a girl who had been in the employ of a Mrs. Ford. His impression is that she is slightly deranged and may be a fugitive from some one of the neighboring States. The police are now endeavoring to develop who she is, and she is held at the station house in Newark.

A FEARFUL EXPLOSION.

Horrible Blow Up on the Erie Railroad.

A Locomotive Demolished on the Owego Grade.

One Man Killed, Several Fatally Injured and Several Missing.

THE CARS TAKE FIRE.

Great Excitement at Susquehanna.

SUSQUEHANNA DEPOT, Pa., Feb. 14, 1872.

About eight o'clock last night the authorities at the Erie depot at this place, as well as the entire village, were attracted to the loud and continued whistle of a locomotive coming down the grade east of the station and by a bright light in the east. The headlight of the locomotive soon became visible, and it was seen to be approaching at a fearful rate. It stopped at the depot, and the engineer, as well as his excitement and apparent fright would permit him, stated to the astonished crowd that had assembled that pusher engine 251, which left the place together with the engine which had just arrived, behind extra freight 86 a few minutes before, had exploded about three miles up the grade, and nine persons on the engine and caboose, ahead of it had been killed.

THE WILDEST EXCITEMENT AT ONCE PREVAILED.

A surgeon and a number of citizens were at once sent to the scene of the reported disaster by the railroad officials. Upon arriving there a fearful scene met their sight. Down a bank thirty feet high the demolished locomotive, and in the glare of burning freight and oil cars laid four prostrate forms, one of them ghastly in death. Although the report of the engineer at Susquehanna was not found to be strictly true. The disaster was yet a fearful one.

THE PARTICULARS.

As given by one of the trainmen are as follows:—Extra train No. 34, Minor Keyes, conductor, left Susquehanna about half-past seven o'clock, with the pusher No. 261 and another one to help her up the grade. The grade is about seventy-five feet to the mile, and to raise it freight trains are obliged to take with them one or more pushers, engine without tenders, and very powerful ones, too. When about half way to the summit the boiler of 251 exploded, the break occurring in front, in the under side. This lifted the locomotive bodily from the rails and sent it several feet in the air and then down the embankment, throwing it completely around so it faced the station.

THE SCALPING STEAM.

was sent rushing into the caboose ahead where Conductor Keyes, his flagman and four brakemen, were sitting. The rear pushers, with a full load of steam, closed up the space left by the exploded engine, and crashed into the caboose. That any of the inmates escaped death does not seem possible, but beyond very severe scalds on hands and faces by the steam no injury was done to them. As soon as they recovered from their confusion the conductor and his men, as well as they could, commenced an investigation of the disaster and its results.

Lying several feet from the track, dead and mangled, they found the body of Patrick McCoy, of Deposit, a trackman.

THE MAIMED AND SCALDED.

On one side of the track an old man was found with two ribs broken and a large hole cut in one of his legs. On the other side of the track was his son, and his less mangled. These two were on their way home, at the summit and, standing upon the rear platform of the caboose at the time of the accident, were hit by a piece of the boiler. Michael Carey, the engineer of the fated locomotive, was found a short distance away, sitting with his head in his hands. Upon being spoken to he looked about with an absent and confused air and asked where his engine was. His head was badly cut, and he had no consciousness whatever of the accident.

Charles Underhill, the fireman, was found in the caboose of the locomotive, down the bank, crushed and scalded, but alive. He was carried up the bank, and made as easy as possible.

A boy who was riding on the pusher was also carried down with it, and escaped injury.

Charles Dean, Frank Hoker, Michael Fritz and Patrick Connolly were badly scalded.

A boy who was standing on the platform of the caboose, near the old man who was so badly hurt, is missing.

THE TRAIN ON FIRE.

A few minutes after the explosion the caboose caught fire, which communicated to an oil car adjoining it. But for the arrival of the train from the East, which had been flagged none too soon to prevent a still greater disaster, the whole train would have been destroyed, as the locomotive was unable to move it.

The engine of the mail train was detached and coupled to the engine of the freight train, and the burning cars being separated the others were moved out of danger.

THE DEAD BODY OF M'CATY.

and the injured persons were brought to this station.

What led to the explosion is as yet unknown.

WRECK OF THE STEAMER NASHVILLE.

CINCINNATI, Feb. 14, 1872.

The steamer Nashville, which sunk last night, it is feared will prove a total loss. It is now stated that her cargo was not worth over eighty thousand dollars; insurance in home companies \$20,000 on boat. The material of New York had \$10,000 on the cargo.

TELEGRAPHIC NEWS ITEMS.

William Newton, one of Albany's oldest and most respected citizens, died yesterday, aged eighty-seven years.

Wesley Russell, of Hartford, Conn., was renominated yesterday by the republicans of the county for Sheriff.

James Armstrong, who was convicted of manslaughter at New Mass., has been sentenced to twenty years in the State Prison.

Professor Charles A. Lee, Pensacola, N. Y., died at his residence in that place yesterday. He was seventy-two years of age.

A fire at Richmond, Va., last night destroyed J. J. Montague's saw and bind factory and G. T. Palmer's plough casting shop. Loss \$50,000.

James T. Wilson, of St. Louis, bookkeeper for Cartwell & Shortz, was arrested yesterday for embezzling some twenty-five thousand dollars of their funds.

A despatch from Eastport, Me., says the winter fishing seems to be about over for this season. Fresh herring have been very scarce the past two weeks.

Yr. Mary Tor, of Philadelphia, died yesterday morning from injuries inflicted on Tuesday by her husband, James Tor, while in a state of intoxication.

Dr. Greenough, President of the late Missouri Liberal Convention, deposed that the Cincinnati Convention has been postponed, as charged by a New York journal.

Henry Koenigsmeyer, aged fifty years, and James Sullivan, aged thirty, were killed by an accident on the Hartford and New Haven Railroad yesterday morning.

Dr. Giddin and Wesley Brock were examined in Richmond, Va., yesterday, and indicted for the death of Jennie King while attempting to procure an abortion.

McDonald Clark, who was recently found guilty of the murder of Harmon, at Brockville, Ind., had been granted a new trial on the ground of the incompetency of two jurors.

The residence of the late William E. Barton at Belmont, N. Y., recently purchased by Miss S. Latham, was destroyed by the yesterday morning. Loss \$50,000; insured. The fire was the work of an incendiary.

The annual town election at Cheumung county, N. Y., took place yesterday, and resulted in the election of six republicans and five democrats. Last year the towns elected six democrats and one republican.

Two freight trains came into collision on the Grand Trunk Railway at Beauceville, in Canada, on Saturday last. The cars of both locomotives were badly damaged and one of the engines was severely injured. The down passenger train was also derailed, and lost about twenty minutes.

The young son of a prominent and wealthy citizen of St. Louis was found yesterday afternoon suspended by the neck to the bankers of a building on Main street. He was not quite dead when cut down, but it was with great difficulty that he was rescued. This is the third attempt of a young man to commit suicide in the city in the last year.

The "Martineti Family" of pantomimists have used the managers of the Howard Athenaeum, Boston, on a contract for four weeks' performance at \$500 per week. They were permitted to perform only one week. The defendants allege, in answer, that the plaintiffs failed, as agreed, to bring to Boston the whole of the "Martineti Family" as they had been promised in New York. The case is now in court.